SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

FOR THE

PORTLAND DIVISION

WILLAMETTE FALLS SUBDIVISION

To Take Effect Sunday, May 10, 1925, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager,

R. L. RUBY,
Superintendent of Transportation.

Eastward — WILLAMETTE FALLS RAILWAY SUBDIVISION

FIRST CLASS

		36 Passenger	34 Passenger	32 Passenger	30 Passenger	28 Passenger	26 Passenger	24 Passenger	22 Passenger	20 Passenger	18 Passenger	16 Passenger	14 Passenger	12 Passenger	10 Passenger	8 Passenger	6 Passenger	4 Passenger	2 Passenger	Distance from Walling	Time Table No. 6 — May 10, 1925 — STATIONS
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		4.31PM	3.20PM		1.48PM	12.56PM		11.33AM	10.38AM		8.36AM		8.03AM		7.24AM		6.54AM	6.23AM		7.4	TUALATIN RIVER (No Sdg.)
																					0.7
		f 4.33	s 3.22	2.35PM	s 1.50	f12.58	12.25PM	s11.35	s10.40	9.45AM	f 8.38		s 8.05		s 7.26		s 6.56	s 6.25		6.7	WILLAMETTE (No Sdg.)
																					1.8
		f 4.45	f 3.34	f 2.47	f 2.02	f 1.08	f12.37	f11.47	f10.52	f 9.57	f 8.50		f 8.17		f 7.37		f 7.07	f 6.37		4.9	R JUNCTION
																					0.7
		s 4.48 5.00	s 3.37	s 2.50	s 2.05	s 1.10	s12.39PM	s11.50	s10.55	s10.00	s 8.53 9.15	8.20AM	s 8.19AM	7.35AM	s 7.39AM	6.55AM	s 7.09AM	s 6.39AM	6.20AM	4.2	R WEST LINN
																					1.1
		f	f	f	f	f		f	f	f	f	f		f		f			f	3.1	BOLTON (No Sdg.)
																					0.3
		s 5.07PM	s 3.44PM	s 2.57PM	s 2.12PM	s 1.17PM		s11.57AM	s11.02AM	s10.07AM	s 9.22AM	s 8.27AM		s 7.42AM		s 7.02AM			s 6.27AM	2.8	R MAGONES (Spur)
																					2.8
																				0.0	WALLING
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
		(0.36)	(0.24)	(0.22)	(0.24)	(0.21)	(0.14)	(0.24)	(0.24)	(0.22)	(0.46)	(0.07)	(0.16)	(0.07)	(0.15)	(0.07)	(0.15)	(0.16)	(0.07)		..... Time over District
		11.50	11.50	10.59	11.50	13.14	10.72	11.50	11.50	10.59	11.50	12.00	12.00	12.00	12.80	12.00	12.80	12.00	12.00		..... Average speed per hour

Trains of lesser numbers are superior to all trains of greater numbers, regardless of direction.

The following signs indicate: s Regular Stop, f Flag Stop, R Register.

Eastward — WILLAMETTE FALLS RAILWAY SUBDIVISION

FIRST CLASS

								62 Passenger	60 Passenger	58 Passenger	56 Passenger	54 Passenger	52 Passenger	50 Passenger	48 Passenger	46 Passenger	44 Passenger	42 Passenger	40 Passenger	Distance from Walling	Time Table No. 6 — May 10, 1925 — STATIONS
								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
								12.41AM	11.26PM	10.26PM	9.26PM	8.31PM	7.46PM	7.01PM	6.30PM				5.31PM	7.4	TUALATIN RIVER (No Sdg.)
																					0.7
								f 12.42	s 11.28	s 10.28	s 9.28	s 8.33	s 7.48	s 7.03	s 6.32		6.00PM		f 5.32	6.7	WILLAMETTE (No Sdg.)
																					1.8
								s 12.50	f 11.37	f 10.37	f 9.37	f 8.42	f 7.57	f 7.12	f 6.42		f 6.12		f 5.41	4.9	R JUNCTION
																					0.7
								s 12.53AM	s 11.40PM 12.15AM	s 10.40 10.45	s 9.40 9.45	s 8.45	s 8.00	s 7.15	s 6.44PM	6.15PM	s 6.14PM	5.45PM	s 5.44PM	4.2	R WEST LINN
																					1.1
									s 12.20AM	f	f	f	f	f		f		f		3.1	BOLTON (No Sdg.)
																					0.3
										s 10.52PM	s 9.52PM	s 8.52PM	s 8.07PM	s 7.22PM		s 6.22PM		s 5.52PM		2.8	R MAGONES (Spur)
																					2.8
																				0.0	WALLING
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
								(0.12)	(0.54)	(0.26)	(0.26)	(0.21)	(0.21)	(0.21)	(0.14)	(0.07)	(0.14)	(0.07)	(0.13)		..... Time over District
								16.00	13.14	13.14	13.14	13.14	13.14	13.14	13.71	12.00	10.72	12.00	14.77		..... Average speed per hour

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The following signs indicate: s Regular Stop, f Flag Stop, R Register.

Time Table No. 6

May 10, 1925

FIRST CLASS

STATIONS	Distance from Walling	1 Passenger	3 Passenger	5 Passenger	7 Passenger	9 Passenger	11 Passenger	13 Passenger	15 Passenger	17 Passenger	19 Passenger	21 Passenger	23 Passenger	25 Passenger	27 Passenger	29 Passenger	31 Passenger	33 Passenger	35 Passenger
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TUALATIN RIVER (No Sdg.)	7.4	s 6.22AM	s 6.53AM		s 7.23AM		s 7.59AM		s 8.35AM			s 10.34AM	s 11.29AM		s 12.55PM	s 1.44PM		s 3.19PM	s 4.30PM
0.7																			
WILLAMETTE (No Sdg.)	6.7	s 6.20	s 6.51		s 7.21		s 7.55		s 8.33		s 9.44AM	s 10.30	s 11.25	s 12.24PM	s 12.53	s 1.40	s 2.34PM	s 3.17	s 4.28
1.8																			
R JUNCTION	4.9	f 6.08	f 6.42		f 7.12		f 7.43		f 8.23		f 9.33	f 10.18	f 11.13	f 12.13	f 12.43	f 1.28	f 2.23	f 3.07	f 4.18
0.7																			
R WEST LINN	4.2	6.05AM	6.40AM	s 6.35AM	7.10AM	s 7.10AM	7.40AM	s 7.50AM	8.20AM	s 8.35AM	s 9.30	s 10.15	s 11.10	s 12.10 / s 12.05PM	12.40PM	s 1.25	s 2.20	s 3.05	s 4.15 / s 3.52
1.1																			
BOLTON (No Sdg.)	3.1			f		f		f		f	f	f	f	f		f	f	f	f
0.3																			
R MAGONES (Spur)	2.8			6.28AM		7.03AM		7.43AM		8.28AM	9.23AM	10.08AM	11.03AM	11.58AM		1.18PM	2.13PM	2.58PM	3.45PM
2.8																			
WALLING	0.0																		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		(0.17)	(0.13)	(0.07)	(0.13)	(0.07)	(0.19)	(0.07)	(0.15)	(0.07)	(0.21)	(0.26)	(0.26)	(0.26)	(0.15)	(0.26)	(0.21)	(0.21)	(0.45)
Average speed per hour		11.29	14.77	12.00	14.77	12.00	10.11	12.00	12.80	12.00	11.12	10.62	10.62	11.12	12.80	10.62	11.12	13.14	12.55

Trains of lesser numbers are superior to all trains of greater numbers, regardless of direction.

The following signs indicate: s Regular Stop, f Flag Stop, R Register.

Time Table No. 6

May 10, 1925

FIRST CLASS

STATIONS	Distance from Walling	39 Passenger	41 Passenger	43 Passenger	45 Passenger	47 Passenger	49 Passenger	51 Passenger	53 Passenger	55 Passenger	57 Passenger	59 Passenger	61 Passenger
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TUALATIN RIVER (No Sdg.)	7.4	s 5.30PM			s 6.29PM		s 7.00PM	s 7.45PM	s 8.30PM	s 9.25PM	s 10.25PM	s 11.25PM	s 12.40AM
0.7													
WILLAMETTE (No Sdg.)	6.7	f 5.28	s 5.59PM		s 6.27		s 6.58	s 7.43	s 8.28	s 9.23	s 10.23	s 11.23	f 12.38
1.8													
R JUNCTION	4.9	f 5.18	f 5.48		f 6.17		f 6.48	f 7.33	f 8.18	f 9.13	f 10.13	s 11.13	f 12.28
0.7													
R WEST LINN	4.2	s 5.15	5.45PM	s 6.00PM	6.15PM	s 6.30PM	6.45PM	s 7.30	s 8.15	s 9.10 / s 9.00	s 10.10 / s 10.00	s 11.10 / s 11.00	s 12.25
1.1													
BOLTON (No Sdg.)	3.1	f		f		f		f	f	f	f	f	12.21AM
0.3													
R MAGONES (Spur)	2.8	5.08PM		5.53PM		6.23PM		7.23PM	8.08PM	8.53PM	9.53PM	10.53PM	
2.8													
WALLING	0.0												
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		(0.22)	(0.14)	(0.07)	(0.14)	(0.07)	(0.15)	(0.22)	(0.22)	(0.32)	(0.32)	(0.32)	(0.19)
Average speed per hour		12.55	10.72	12.00	13.71	12.00	12.79	12.55	12.55	12.55	12.55	12.55	13.58

Trains of lesser numbers are superior to all trains of greater numbers, regardless of direction.

The following signs indicate: s Regular Stop, f Flag Stop, R Register.

SPECIAL RULES

"SAFETY FIRST"

WATCH INSPECTORS.

S. A. POPE, Supervisor of Time Service.....65 Market St., San Francisco
BELDING & SAXTON, Local Watch Inspectors.....Portland

WATCH INSPECTION AND COMPARISON OF TIME.

Conductors, enginemen, brakemen, firemen, yardmasters and engine foremen must have watches that have been examined and certified to by designated inspector. Watches to be presented to him for inspection between the first and fifteenth and sixteenth and last day of each month.

Watches of conductors and enginemen must be compared before starting on first trip with a clock designated as Standard Clock, at West Linn, and time when watches are compared must be registered on train register.

BULLETIN STATION.

West Linn.

MOVEMENTS IN YARDS.

Within yard limits the main track may be used, protecting against first-class trains.

All trains must approach yard limits and pass through yards under control.

When street car is east bound at Junction and yard engine is waiting at Junction yard engine may proceed to Magones ahead of street car. Thorough understanding must be had between street car motorman and Yard Foreman before this movement is made. Street car motorman will wait one minute and proceed under control at all points when he cannot see track ahead 500 feet.

When necessary for yard engine to take spur track at West Linn or Magones, it will be permissible for yard engine with one or more cars to hold main track, and street car to take spur track—yardmen handling switches for movement.

WEST LINN (West Linn yard limits extend from yard sign west of Junction to yard sign east of Walling).

Log train will not block road and sidewalk just east of West Linn station.

Switch west of unloading dock will be kept set for land track except when necessary to go in on track on trestle.

In handling freight cars between Walling and the Log Dump on the Spur Track west of Junction, air must in all cases be coupled up and operative. Air must be tested as follows:

When locomotive has been coupled to train, or when two or more parts of a train have been coupled together, all brake pipe connections must be connected up and cocks in brake pipes open except the rear end of last car which must be closed. After train is properly charged the engineman will signal the crew by one blast of whistle and place automatic brake valve handle in lap position. The rear brakeman will then open the angle cock at the rear end of the car gently, allowing only enough air to escape to apply the brakes slowly and firmly without making an emergency application. The engineman will note if the brake pipe gauge hand in the cab falls and when it has fallen, he will answer it with two blasts of whistle. The brakeman will then close the angle cock and the engineman will release the brakes by placing the brake valve handle in full release position until the brake pipe pressure is restored to at least within five (5) pounds of the pressure carried before returning brake valve handle to normal position and make short release.

SPEED RESTRICTIONS.

Maximum speed eighteen (18) miles per hour.

Reduce speed to eight (8) miles per hour over Rock Crusher crossing and County Road Crossing.

From Junction to bottom of hill, reduce speed to six (6) miles per hour.

Approaching and crossing all bridges, reduce speed to twelve (12) miles per hour.

Approaching and passing through West Linn Station, reduce speed to five (5) miles per hour.

Yard Engine, will not exceed fifteen (15) miles per hour between loading and unloading docks.

Yard Engine will not exceed ten (10) miles per hour through Bolton.

REGISTERING STATIONS.

Magones, West Linn, Junction.
At West Linn only trains originating and terminating will register.

SIGNALS.

Color Signals indicate:

Red—Stop.

Yellow—Proceed with caution.

A train finding a fusee burning on or near its track must stop. It may then proceed but must run with caution for a distance of one-half mile.

A blue flag by day and blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

Audible Signals:

1 long and 3 short—Flagman go back and protect rear of train.
4 long—Flagman return from west.
5 long—Flagman return from east.
2 long and 2 short—Approaching public crossings at grade.
1 long—Approaching stations.

2 short—Answer to any signal not otherwise provided for. Not to be given in answer to a yellow signal or the explosion of two torpedoes.

The engine bell or gong must be rung on approaching every station, public road crossing at grade and until they are passed, and the whistle must be sounded at all whistling posts.

The explosion of one torpedo is a signal to stop. When an unattended torpedo is exploded, train, after stopping, may proceed with caution for a distance of one-half mile.

The explosion of two torpedoes is a signal to reduce speed and look out for a train ahead or obstruction.

GENERAL RULES GOVERNING TRAIN MOVEMENTS.

A train must not leave its initial station until it has been ascertained whether all trains due which are superior or of the same class, have arrived or left.

An inferior train must clear the time of a superior train in the same direction not less than ten (10) minutes, except in yard limits.

An inferior train must keep clear of an opposing superior train, and in case of failure to clear the main track must be protected by flagman.

Extra trains must clear the time of regular trains five (5) minutes.

Trains in the same direction must keep at least ten (10) minutes apart. Exception: Yard engines handling logs may follow first-class trains from Magones to Junction not less than two minutes, but must move under control.

A train must not arrive at a station in advance of its schedule arriving time.

A train must not leave a station in advance of its schedule leaving time.

When cars are pushed by an engine (except when shifting and making up trains in yards) a flagman must take a conspicuous position on the front of the leading car.

Trains must approach all stations where the view is obscured at a rate of speed that will enable them to stop should an emergency arise.

When necessary to protect train or track obstructions, persons protecting same will proceed ten (10) pole lengths in each direction from train or track obstruction and place two (2) torpedoes on rail, two (2) rails apart.

Under no circumstances will Enginemen leave front platform while car is in motion. If it becomes necessary to leave platform car must be brought to a stop.

Switches must be left in proper position after being used.

Time table schedules unless fulfilled are in effect for five (5) hours after their time at each station. Regular trains five (5) hours behind either their scheduled arriving or leaving time at any station lose both right and schedule.

On last car of log train, overhang of not to exceed ten (10) feet is permitted. For cars loaded with logs, maximum height limit, above top of rail, will be thirteen (13) feet.

Retainers will be used on hill, between Junction and unloading dock, by loaded log trains Eastbound.

MISCELLANEOUS.

No one will be allowed to ride on front platform of car except officials of the Company.

No passengers will be carried on logging train except officials or employes whose business requires their presence there. Such passengers must not hold conversation with motorman while engine is in motion.

Each time table from the moment it takes effect supersedes the preceding time table.

COMPANY SURGEONS.

Dr. C. H. Meissner, District Surgeon, Oregon City.

E. L. KING,
Superintendent.

C. W. MARTYN,
Assistant Superintendent.

T. L. BILLINGSLEY,
Superintendent City Lines.